

SOUTH COAST ONE DESIGN CLASS

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SCOD NEWSLETTER NO. 7

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So the SCOD Silver Jubilee year comes to a close. Without doubt it has been a successful year for the class. Starting as it did with a threat of exclusion from Cowes Week, we have seen that hazard overcome and a much better turnout achieved for practically all events than for several years. To all those owners and crews who have made this possible, despite the weather - very many thanks. But please don't give up next year. Take a well earned rest over the winter, just enough to rebuild enthusiasm for 1981! Now is the time to work out things for next year, for example the spinnaker gear and drills. A short article on spinnakers appears in this newsletter and before the spring we hope to have another issue with hints and tips on preparing the boat and on sail trimming.

HONARARY AND NEW MEMBERS

Bill Forsyth retired as Hon. Treasurer and Registrar after 17 years service at the last AGM. To show its appreciation the Class made him an Honorary Member. For those who did not know Bill personally, he was for many years the owner of "Tuonela" which he raced very successfully.

The Class also decided to show its appreciation of the stalwart support Bob Lidington has given over many years by conferring an Honorary membership on him. Come gale or calm Bob has brought "Ardayna" to virtually every start and every rally. Without his support and the very high standard of performance he has set, racing in the SCOD Class would probably have come to a halt two or three years ago. Thank you Bob.

Welcome to Gower and Annie Lloyd who have brought "Mandria" (SC 98). We have already seen how well they can sail "Mandria" and we look forward to some tough competition in 1981.

Welcome also to David Rivitt who has joined as an Associate Member, even though he is currently based in Abu Dhabi.

SCOD's FOR SALE

The secondhand market remains very depressed. Prices appear to have collapsed compared to 1978/79 but even so boats are not changing hands. There are currently at least 12 SCOD's for sale some of which have been on offer for 12 months. The general opinion seems to be that buyers for any secondhand boats are scarce at present and will remain so until interest rates fall significantly. If you are undecided, the best course is probably to hold on to your asset. If you are determined to sell, you may have to drop the price a long way. Please advise the Secretary if you plan to sell and the price you will accept. We intend to do some promotion as a class over the winter.

THE RACING SCENE

Without doubt this was "Ardoyna's" year. She won 11 of the 15 trophies for which the class compete including the Seasons Points Championship and the Cowes Week Championship. Congratulations! The complete list of prize winners is given on the last page. Highlights were as follows:

Cowes-Cherbourg Race

Six boats started and five finished (please note "Ardoyna" was last - she sometimes gets it wrong!) The race was a light weather affair with a dead run from the Needles through the night in a slop of a sea - spinnaker wraps galore, flogging booms, frayed nerves. "Santiano" very deservedly won by keeping up-tide, the sine qua non for the Cherbourg race. "Aderyn" was second.

Round-the-Island

A modest turnout of 10 boats for this ever more popular marathon. A roughish beat to the Needles than a glorious spinnaker sail along the south side of the Wight with the breeze easing for the final leg to Cowes. "Tuonela" led to the Needles "Aderyn" from there to Ryde but "Ardoyna" took over for the stretch which counted!

Cowes-Poole

Force 4 to 5 on the nose. It wasn't raining but it might as well have done, it was such a wet race. "Aderyn" won with "Ardoyna" second. There was a good turnout for this popular weekend. The Royal Motor Yacht Club provided moorings at Sandbanks and showed the usual hospitality. Despite a gale warning on the Sunday the fleet was swept through the entrance to Poole Harbour without a breath of wind before kedging on the end of the Swash Channel. When the wind did fill in it brought heavy rain with it. A very damp but enjoyable weekend all told.

Southsea Regatta

Not a very good turnout. Force 6 on the Saturday led to "Mandria" retiring and "Aderyn" breaking her tiller before the start. "Ardoyna" sailed the course on her own. The Sunday was a better day. Four starters, spinnakers, and sunshine!

Cowes Week

An excellent week for the class. 23 entries and 20 boats on the line on at least one day. The week brought a complete cross-section of weather from full gale to very light conditions, glorious sunshine to furious black clouds. With SCOD's on the sets of pile moorings there was quite a sizeable SCOD community in the Medina. The ex-owners race on the Thursday was very successful with such ex-owners as Charles Nicholson, Hugh Evans and Dickie Bradbeer once more showing us how it should be done. That race was won by ex-Class Captain and ex-owner of "Caviare", Patrick Madge. The Class Cocktail Party at the Globe was a success on the Thursday and the fireworks on the Friday were splendid, even if it did decide to rain! We hope that all involved enjoyed the week and will be back for more in 1981.

Phoenix Trophy

This is probably the best trophy for which the Class competes. It is a silver model of a SCOD presented by the designer, Charles Nicholson, to the Royal London Yacht Club. Made by one of Camper and Nicholson's shipwrights, it is accurate in every detail. It doesn't seem to attract the turnout it deserves. This year the race was round a course in the Solent and was won by "Aderyn". Next year we hope it will be for a more interesting course, possibly in Christchurch Bay.

Bembridge Ledge

Always an interesting end of season race. This year an added element of interest came from the fact that if "Aderyn" won the race she would win the seasons points championship whereas if "Ardoyna" won it she would win the championship. It was a light weather race but a fairly brisk one. "Ardoyna" won with "Tuonela" second. "Aderyn"

to her disgust only managed third.

CRUISING

The Cruiser Trophy this year has been won by Ken Adams in "Macaroon". "Macaroon" was one of only two boats which made it to all four rallies. In addition she completed an ambitious Brittany cruise in only nine days.

Beaulieu Rally.

The annual class rally was again held on the Beaulieu River. This year the Silver Jubilee dinner was organised for the Saturday evening at the Royal Southampton Yacht Club. Unfortunately, during the afternoon the weather blew up into a severe gale. Discretion being the better part of valour, only three boats made it up the Beaulieu River. However, there was a good turnout for the dinner, vehicles with wheels being preferred to those with keels! A splendid 25th birthday cake was provided from class funds

Alderney Rally

We seem to be fated with rallies at Alderney. Last year it was a gale, this year the French fishermen's blockade. Although there was a good entry several owners cancelled on hearing that the Channel Island ports were choc a bloc with French boats.

In the event Alderney was busy but not to the point of being crowded out. There is always plenty of room to anchor even if all moorings are occupied. Only four SCOD's made it. "Tuonela", "Ardoyna", "Macaroon" and "Aderyn". "Tuonela" and "Aderyn" stayed on for a day or two but unfortunately the wind went round to the east. Whoever said Alderney was diabolically uncomfortable in a strong easterly understated his case.

Cherbourg and Poole Rallies

These were held to coincide with the races already reported. We were delighted to see Alan Heron in "Vino" on both occasions even though he did not race.

The Adventures of "Tio Pepe" Alias Roger Lane,

Roger Lane is spending a year sailing from Australia to Europe, not in "Tio Pepe" (SC3) but in a 40 footer. His letter from Mooloolaba was written on Good Friday but unfortunately did not arrive until after the last newsletter was published. It is reproduced here on the principle of better late than never.

Yacht Sappho Smith,

Lat 26° 40' South,

Mooloolaba, Queensland.

".....It appears about the middle or end of '77 a Clare Lallow SCOD called MITSOUKO was imported into Brisbane. The chap I met, a yacht broker, had to value it for customs. He told me last week that his records show it was in a hell of a state, the deisel having rusted up and he valued it at 1150 dollars (about £600!) I bet the owner was choked but perhaps not for customs! It appears the owner Mr. M. Cooper, had beat around off Cape Moreton (named by Capt. Cook) for 7 days without his engine and a badly torn mainsail and did arrive at Brisbane flying his Q flag. My informant was staggered that the boat had crossed the Atlantic and Pacific and had a cockpit like mine, i.e. non self draining! It appeared the owner used to fill the cockpit with sail bags and cover $\frac{1}{2}$ of it with a tarpaulin in rough weather!

So our SCOD's appear to have emulated the Vertue's after all! When I get more information I will try to let you know.

As regards my own adventures the owner and her friend both started sailing in October and the man they chose as skipper was disastrous and left soon after we set off from

Melbourne. So far we have completed about 1200 miles going nearly to 40° south and seeing lots of albatrosses and a whale. We didn't see our first penguin until Sydney nearly 33° south latitude.

I can stand the nights on watch alone and have been doing the journey in hops hoping the weather stays fine when I can let the girls share a day watch together. But they gain in experience daily and by the time we set off from the north of Australia they should be OK. Incidentally the first action I took was to persuade everyone the Indian Ocean-Suez Route was best! So we hope to leave Darwin mid June go Cocos, Seychelles, Aden, Suez and be in Jerusalem for Christmas arriving Greece in the spring.

So hopefully I shall be back with Tio next year.....

Yours sincerely,

Roger Lane.

THAT.....SPINNAKER

Cruising owners generally do not like to use their spinnakers and even in the racing fleet only a relatively small number will regularly set the spinnaker on all occasions when it can reasonably be carried.

Without doubt, if it is properly set and handled, it can substantially increase boat speed off the wind especially in light conditions. On a cruise it can shorten passage times appreciably and make all the difference in beating a foul tide.

The original standard SCOD spinnaker gear does require 3 people for efficient handling. Several SCOD's have modified the spinnaker gear to make launching and dousing the sail easier and to permit it to be done by a crew of two. The committee recently debated these departures from the one design concept and decided that rather than ban the improvements they would recommend adoption by all SCOD's.

In the standard arrangement the spinnaker halyard comes to a wooden cleat on the mast. Likewise the spinnaker boom topping lift is cleated to the mast. The boom downhaul is taken to a block attached by a strap to the foredeck mooring cleat. Where it is supposed to be cleated is anybody's guess.

In the new arrangement it is proposed that both spinnaker halyard and boom topping lift be taken to blocks at the foot of the mast and led aft along the coachroof to cleats at the front end of the cockpit. The boom downhaul is likewise led aft to the front of the cockpit. An acceptable alternative to blocks at the foot of the mast is to have blocks screwed to the sides of the coachroof level with the mast with leads taken aft as before but in this case along the coachroof sides.

To launch, the crew attaches the spinnaker to the pulpit or guardrail in its bag or bucket with sheet and guy taken aft to the cockpit outside all shrouds and jib sheets. The pole is attached to the mast eye with plungers uppermost. The guy is inserted in the outer end fitting and the pole topped up from the cockpit. The sail is hoisted from the cockpit and sheet and guy trimmed.

To douse, the pole is allowed to go forward, the guy is released and runs through the pole end as the halyard is released from the cockpit. The sail is brought in under the boom using the sheet until the sail itself can be handled. It goes straight down the mainhatch onto the cabin floor. This method does require quite a long sheet and guy.

Jibing is the same as always by detaching the pole from the mast eye and fastening on to the sheet. The other end is then released from the original guy and hooked onto the mast. In breezy weather it is easiest (a) to jibe when going straight downwind and (b) to jibe the mainsail first so that the spinnaker is largely blanketed while pole maneuvers are carried out.

One or two hints and tips:

1. In breezy weather always make sure the top of the spinnaker is pulled all the way up to the halyard block.
2. Keep the pole at right angles to the mast and square to the true wind.
3. Raise the pole so that both clews are level. This usually means a low pole in light airs and a high pole in a breeze.
4. Bring the pole as far back as it will come without the spinnaker fouling the forestay.
5. Trim the sheet to keep the luff just on the verge of collapsing.
6. Make sure the main boom is all the way out. Most SCOD's lose half a knot by keeping it half way in.

STOP PRESS - SAILS FOR SALE

Ken Adams ("Macaroon") has a good serviceable set of Ratsey sails for sale at £120 o.n.o. If interested please contact him direct at 1, Smiths Cottages, Old Fishbourne, Chichester, W. Sussex. Tel. Bosham 572525.

Ken is also seeking a coventry victor engine (suitable for reconditioning) and a feathering propeller.

1980 Prizewinners

<p>"Mister Jingle" Trophy (Seasons points championship)</p>	<p>1st Ardoyna 2nd Aderyn 3rd Tuonela</p>
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<p>"Northley" Decanter (Cowes Week championship)</p>	<p>1st Ardoyna 2nd Tuonela 3rd Aderyn</p>
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<p>"Ngaurahoe" Decanter (Hamble-Yarmouth races)</p>	<p>Ardoyna</p>
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<p>Linda Windeler Trophy (Cowes-Cherbourg)</p>	<p>Santiano</p>
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<p>Owen Aisher Challenge Cup (Round-the-Island)</p>	<p>Ardoyna</p>
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<p>Rheinfield Trophy (Cowes-Poole)</p>	<p>Aderyn</p>
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<p>Phoenix Trophy</p>	<p>Aderyn</p>
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<p>Ladies Race</p>	<p>Tuonela</p>
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<p>Hebe Trophy (Bembridge Ledge race)</p>	<p>Ardoyna</p>
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<p>Messer Challenge Cup) Dick Freemantle Salver) Cowes Town Challenge) Trophy) Fidalga Challenge Cup)</p>	<p>Cowes Week</p>	<p>Ardoyna</p>
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